

PROJECT DESCRIPTION
STATE PROJECT NO. 84-114
Replacement of Bridge #01843, CT 34 Over Stevenson Dam and Housatonic River
Towns of Monroe & Oxford

Project Location: This project is located at Route 34 in the Towns of Monroe and Oxford. The project proposes to replace the existing Route 34 Stevenson Dam Bridge (#01843) on a new alignment. The project limits begin in the Town of Monroe at the approximate mile post (MP) 6.34 and ends at MP 7.80 in the Town of Oxford.



PROJECT PURPOSE AND NEED: The purpose of this project is to replace the structurally deficient and functionally obsolete bridge. Normal maintenance and limited scope projects to the existing structure have not raised the overall rating for the bridge. Replacement will be on a new alignment to improve the inadequate geometry of the roadway approaches and improve safety for all roadway users.

DESCRIPTION: CT Route 34 is an east-west highway that extends from New Haven to Interstate 84 at a point approximately 10 miles east of Danbury. The highway is named Roosevelt Drive and provides one travel lane in each direction with variable shoulder width and no sidewalks. The basic roadway width is approximately 28' which provides one 12' travel lane and a 2' shoulder in each direction. Roadway widths vary greatly at the ends of the dam due to sharp curvature and intersection areas. The typical bridge cross section measures 24' curb-to-curb.

The existing bridge is part of the original bridge and dam facility constructed in 1919 and later modified in 1955 to include two spans over the two tainter gates at the spillway on the north end of the dam.

An alignment study was completed in 2012 to assess feasibility of downstream alternatives. Primary controls on the alignments included maintaining the existing railroad tracks in Monroe, maintaining access to the Stevenson Dam and Powerhouse complex, minimizing impacts to the Housatonic River floodplain and floodway, maintaining local road connectivity in Oxford, maintaining a canoe portage, and meeting highway design speed values. Impact on bald eagle winter feeding habitat located downstream of the dam is also a concern. The study evaluated nine alternates and concluded that two downstream alternates can be advanced.

The proposed roadway typical section will include two 12' travel lanes and two 8' shoulders. The bridge cross-section will conform to the roadway cross-section, which provides two 12' travel lanes, two 8' shoulders, and one 5' sidewalk.

The proposed improvements include construction of retaining walls and replacement of small structures carrying Route 34 over various minor watercourses. Reconstruction of local roads in Oxford are required due to realignment of Route 34.

Downstream alternatives will require acquisition of right of way, Federal and State permits and extensive NEPA/CEPA involvement.

In 2015, a Task 210 Subsurface Site Investigation was performed in the vicinity of three bridge alignments (one upstream and two downstream). The purpose of this Task 210 was to attain soil, sediment, and surface water contaminant data from within project limits of the lake and river alternatives, in order to provide a preliminary evaluation of the potential contaminant impact (predominantly previously detected polychlorinated biphenyls - PCBs) to sensitive receptors from soil and sediment disturbance during construction activities.